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All letters for publication should be written on

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The Daily Press.

HONGKONG, FEBRUARY 11TH, 1908

Now that the final contract for the Tientsin and Yangtze trunk line has been signed, for the Chinese Government of the one part, and the British and Chinese Corporation and the Deutsch-Asiatische Bank of the other part, and the arrangement ratified by the assent of the British Government, it is being pointed out how effective the "China for the Chinese" agitation threatens to become. In this instance, Chinese diplomacy, inspired by the sentiment of that movement, has succeeded in obtaining terms more favourable to China than any ever before granted by foreign capitalists. The conditions of the preliminary contract arranged nine years ago have been materially altered, altogether against the accepted foreign view of what is desirable and necessary in such a bargain. The loan is for five million sterling, at the rate of interest of five per centum per annum, and is granted for a term of thirty years. Approximately, two-thirds of the money comes from German sources, and the remainder from the British capitalists. This proportion is based, of course, on the lengths of the respective sections of the line to be constructed, the German portion running from Tientsin via Tschau (on the Grand Canal) and Tsinanfu (the capital of the Shantung province) to the boundary between that province and northern Kiangsu. There it will connect with the British line that is to be laid to Pukou, opposite Nanking on the Yangtze, a run of nearly seven hundred miles, roughly measured. The issue price to China will be £93 per £100, with

redemption beginning after the first ten years. Three millions sterling have to be issued in the first year and the whole work of construction is to be completed within four years of the date of cutting the first sod. In return for the Imperial Government's guarantee of the loan, with certain provincial revenues as security, China is permitted to retain absolute control of the line, during construction and after, subject only to the appointment of European chief engineers, whom, however, the Chinese Government must appoint, and to the appointment by the German and British financiers of their own auditors to keep an eye on the books in the interests of the bond-holders. The rights of the concessionaires obtained nine years ago were not, of course, surrendered for nothing; the syndicate accepting a sum (not published) as compensation. The loan is open to both European and Chinese subscribers, but all applications of the latter, received before the issue of the prospectus, are promised preference. We fear this triumph of Chinese diplomacy will encourage and support stronger demands in connection with the Chekiang railway concession, so much under debate lately.

The English Mail of the 11th January was delivered in London on the 8th inst.

One morning last month, for the first time in a great number of years, the Thames was frozen over between Waterloo and Blackfriars Bridges.

Last week was happily blank of plague cases, but there were 46 cases of smallpox, of which 29 ended fatally. One European case came in from outside.

The Admiralty order we published the other day refers particularly to Hongkong and Singapore where the "examination service" will be put in force during any future "strained relations."

The council of the Royal United Service Institution has selected as the subject for the Naval Gold Medal Essay, 1908, "The Command of the Sea: What is it?" The Admiralty have given permission for officers to write on this subject.

Before Mr. F. A. Hazeland at the Magistrate yesterday the master of a junk, who was detained by Inspector Dymond at Aberdeen for carrying a Mauser rifle and 50 rounds of ammunition without a permit, was fined \$15, the alternative being three months' imprisonment.

Published statistics show an alarming increase of crime in Lisbon, the record for last year being 75 per cent. above that for 1906. Graver still, 159 charges were made against the police of complicity in criminal offences. All the leading journals comment on this on January 8th.

Mr. Root, Secretary of State, has replied to an inquiry by the Japanese Chargé d'Affaires that the appointment of Mr. Takahira, at present Japanese Ambassador in Rome, to succeed Viscount Aoki as Ambassador in Washington would be received with pleasure in the United States.

The U.S. Senate passed a joint resolution with the House of Representatives providing for the remission of more than half of the indemnity to be paid to the United States on account of the Boxer rebellion, the amount being reduced from \$24,400,000 (£4,888,000) to \$11,655,000 (£2,331,000).

The return of visitors to the City Hall Library and Museum for the week ending the 8th February, 1908 shows that of non-Chinese there were 301 to the Library and 234 to the Museum, and of Chinese 103 to the former and 14,970 to the latter. The Library was therefore used by 4-4 persons and the Museum by 14,974.

The "Matin" states that President Roosevelt, referring to the Japanese immigration question, remarked to a member of the Diplomatic Corps at Washington: "Everything will be settled in the most satisfactory manner. The last note we received from Japan was in the most conciliatory terms, and there is not the slightest prospect of the United States and Japan being involved in conflict."

Wilhelm Busch, the well-known poet, died at Moltshausen, near Slesien, on January 9th. His humorous drawings and poems gained for Busch a world-wide reputation. He was born on the 15th of April, 1832, at Wiedensahl, in the province of Hanover, and studied first at the Polytechnic in Hanover, and afterwards at the academies in Düsseldorf, Antwerp, and Munich. His first sketches appeared in the "Fliegende Blätter." Busch's "Münchener Bilderbogen" became famous, and he established his place in public favour by a series of amusing sketches, to which he also supplied humorous rhymes.

When Parliament meets again, the movement, which has recently received a new impulse, in favour of raising the status of the Board of Trade will find an immediate and practical manifestation. We understand that in the event of the King's Speech indicating no intention on the part of his Majesty's Government to put the Board of Trade on a level with those other Departments which are presided over by a Secretary of State, an amendment to the Address calling attention to the question will be moved from the Ministerial benches. The amendment will be brought forward by Sir William Holland, M.P., and there is every reason to believe that it will receive strong support, not only on the Ministerial side of the House, but from the Front Opposition Bench.

The steamer Windsor, which was bound for Hongkong with a cargo of sandalwood when wrecked off Geraldton, is now reported to have broken up with the heavy sea.

Various rumours have been afloat regarding the mysterious death of Captain Mackenzie, and the gentleman is reported to have had a considerable sum of money on his person when last seen. To strengthen the idea of foul play, it is alleged that this money was missing when the body was found, and it is further alleged that there were two wounds on the body. These statements, however, the police do not verify.

A magistrate in Aversnes was appealed to by a lady and a corset-maker over a corset. The lady said it was a bad fit, the maker said it was a perfect fit. The justice thought a week, says the "Telegraph," then delivered the following judgment: Whereas we—, Justice of the Peace, having heard both sides, find the point at issue to be whether the corset did fit or not, and whereas to decide the point we should require to see the corset, which has not been produced, and whereas we it produced we should require it to be tried on in our presence, and whereas even were it produced and tried on in our presence, to decide the point whether it fits or not, we would require to possess in the matter certain aptitudes and faculties which are not in our province; for these reasons we can but declare ourselves incompetent in the question ratione materie.

Mr. Augustus Heine, the "Copper King," now under arrest, was nineteen when he left Boston for Montana to make his fortune. He built himself a log cabin, and went about observing the copper deposits in the neighbourhood. Then he asked his father—a rich merchant—to lend him money to start a company.

The old man laughed; and Mr. Heine got what he wanted elsewhere. He commenced his operations in Montana; and in a few years had acquired a vast fortune. Subsequently he made a tour of British Columbia, and found vast tracts of valuable mining and timber land. He obtained from the Canadian Government, the "Chronicle" says, a charter for a railroad which carried with it a land grant of 20,000 acres for every mile of road built. It was not until he built fifty miles of railway and erected a large smelting works that the Canadian Pacific Railroad Company realised that this pushful young man was poaching upon what they considered their preserve. Accordingly, this corporation applied for a charter to build a track parallel to Heine's road. After several ineffectual attempts to get the Government concession, the railway company were forced to buy out Heine.

Captain Pearson Hobson, who rendered good service by sinking a vessel at the entrance of Santiago Bay, thereby partially bottling up the Spanish fleet, is just now making a fool of himself. Since the Spaniards war he has been over-coming apparently by the kissing and publicity he received, and is never content nowadays unless he is well within the limelight. He belongs to a class of speakers whose efforts do not promote the best feeling between America and Japan. This is what he said at Hartford, Connecticut, under the auspices of the Young Men's Christian Association, to which he delivered his much-advertised lecture entitled "America's Mighty Mission." In the California affair, said Captain Hobson, America has been taking the back-water from Japan, and now only one thing remains before war, and that is a pretext. "We must," he continued, "get our whole fleet to the Far East and keep it there, and we have absolutely got to refuse to let a crisis come up till we get it there. It is doubtful if it can ever get there." Mr. Evans, secretary to the Young Men's Christian Association, said that there was much indignation at Captain Hobson's remarks. When Mr. Jacks looked over the prospectus of the address before engaging the speaker, there was not a word in it about Japan.

"Military Works in Old Japan" was the title of a paper read by Mr. M. Garbutt at a meeting of the Japan Society. The chair was taken by Colonel E. Z. Thornton. Mr. Garbutt, whose address was illustrated by many lantern views from Japanese pictures, made it clear that during the greater part of their history our allies had a preference for extremely light fortifications. In the Seventh Century, however, they unfurled such disquisitions in Korea that they not only abandoned the invasion but, fearing they might have to defend themselves, built castles with deep moats and lofty battlements. These were modelled on Chinese plans. Many centuries passed, however, before the Japanese lost their preference for rapidly-made defences, such as palisades and heavy wooden shields set side by side, pierced with loopholes, and supported behind by struts. Even boxes erected on poles were used in the making of temporary forts. One feature of the more solid castles was what might be called watertight compartments. The Norman barbarian offered an example of such an enclosure, but the ancient Japanese castle was full of them. The enormous massive fortresses of the old kind, which might still be seen, only arose towards the end of the Sixteenth Century. The building of that at Osaka, admired by Will Adams, was not begun till 1583, and these castles were hardly ever called on to show their strength, for a long period of deep peace followed their erection. Japanese military invention stood almost still for three hundred years, and the methods of fortification taught in the middle of the Eighteenth Century did not differ greatly from those of the Fourteenth. With the advent of the Nineteenth Century a change arrived. Forts more like those of Western peoples were built, and all the world knew how vastly Japanese military science had grown in recent years.

CORRESPONDENCE.

LOCAL POLITICS.

[TO THE EDITOR OF THE "DAILY PRESS"]

SIR—Your leading article to-day touches a question a number of residents are keenly interested in, though, it is competent for some to aver that local "politics" have no interest for anyone save those who have some axe to grind. Though, in the instance you refer to, His Excellency the Governor has the sole right to choose a nominee for the seat, the public would be pleased, I fancy, however, Mr. Wood goes home very soon, Mr. Law is unable to go on the Council owing to the exigencies of business, and I hear Mr. Sherman, for similar reasons, has to remain out of "politics."

But even so, Sir, there are others. What of Sir Henry Berkeley? He has been tried, and so far as I know, not been found wanting; He has a broad legal mind; he has had experience on the Council; he is a keen debater; he is a citizen of worth, and he has a sense of humour. This latter qualification is a decided advantage in Hongkong. I do not hold a brief for Sir Henry, however, and take it, he will not thank me for writing this. But I have been here just long enough to believe I know the requirements of this place, and the chief one is that we should have men of mental "balance" on the Council—Yours, etc.,

ONE OF THE CROWD.

[In private "chits" not sent for publication, we are told that Messrs. A. G. Wood and D. R. Law are not available as nominees for the Legislative Council, as we had hoped. That leaves still two excellent men, Mr. N. Sherman and, as our esteemed correspondent reminds us, Sir Henry Berkeley. There is also, we are reminded, Mr. M. W. Slade, formerly an aspirant with many supporters, who ought not to be overlooked.—Ed.]

[TO THE EDITOR OF THE "DAILY PRESS"]

SIR—I am one with a good number of others who consider you wise in referring to the forthcoming vacancy on the Legislative Council thus early. The matter is one in which many take a keen interest, and the general hope is that the Governor will, in exercising his prerogative in the appointment, give ear to the feeling of the community. You mentioned three gentlemen this morning, but I am afraid you were unable to ascertain whether they would be able to accept the nomination or not. I am afraid they will not, and I think others should be considered. Among those qualified to render good service to the Colony, and who would have the confidence of the bulk of the leading residents, is Mr. T. F. Hough. I have no authority to mention his name, but no doubt he would, if approached, accept. Mr. Hough, as the recent Chairman of the Hongkong Club, as ex-President of St. Andrew's Society, and as the leading light of the Jockey Club ("mine host" these last three days, as it were) has made himself well and favourably known to most people in the Colony. I merely mention Mr. Hough's name now for the consideration of His Excellency since you have mentioned others; Yours, etc.,

CIT ZEN.

EXPLOSION ON AN OIL SHIP.

An explosion was reported briefly in last issue, occurred on board the oil steamer *Nirvite* on Sunday, and caused the death of two Chinese employed at the Dock. When the oil had been removed from the tanks on board, the vessel was steered for the Kowloon docks, off which she was lying when the accident happened. It is customary, before entering these tanks with a light, to take the necessary precautions to drive out the gas, and this was done in the present instance, but apparently some of the oil fumes remained, for as soon as two Chinese fitters and a boy entered the hold with a lamp there was a terrific explosion which blew the men with great force against the top of the hold, and shook the vessel from stem to stern. Two of the fitters were killed instantly, but the boy was pluckily rescued by Mr. George White of the Dock Co. He was seriously injured, however, and had to be removed to hospital. The outbreak of flame following the explosion caused an alarm of fire to be raised, and the Yeomani section of the brigade and the fire float put in an appearance, but their services were not required. The damage done to the ship is estimated at \$500.

The retirement of Sir Marcus Samuel from active business removes from the daily life of the City of London a very remarkable man. The great oil and shipping magnate has worked his way up, by acumen and hard work, from the bottom of the ladder to a point at which he is able to control world-wide financial interests. He was knighted in 1898, and held office as Lord Mayor of London for the year 1902-3. He has travelled widely in the Far East, and has extensive business connections with Japan. He is one of the few Englishmen upon whom has been conferred the Order of the Rising Sun. Sir Marcus purchased a few years ago the beautiful property of the Mote near Maidstone, which formerly belonged to Lord Romney. The house has no very special features of beauty, but the park and gardens are famous. The ex-Lord Mayor has an almost unique collection of Japanese plants, which from time to time send to him from the East. He is a keen politician, and, like so many great business men, is an ardent advocate of Tariff Reform. His brother is the Unionist candidate for West Leeds, and is working very hard to lower the colour of Mr. Herbert Gladstone at the next election.

["DAILY PRESS" EXCLUSIVE SERVICE.]

QUERY?

LONDON, February 10th.

Laings Underland suspended.

OBITUARY.

LONDON, February 10th.

Admiral Lyons and General Wol-

lesley Thomas are dead.

Sir Algernon M'Lennan Lyons was 75 years of age, and was an Admiral of the Fleet since 1897. He entered the Navy in 1847, served in the Black Sea during the Russian War 1854-5; was Commodore in the West Indies 1875-78; Commander-in-Chief of the Pacific Station, 1881-84; and North America and West Indies, 1885-88. He was Commander-in-Chief at Plymouth from 1893-96, and principal Naval A.D.C. to the late Queen, 1895-97.

General Sir John Wellesley Thomas, K.C.B., was 86 years of age. He served throughout the operations in Candahar, Ghaznee and Cabul, 1842 (medal); was severely wounded in the action of Maharaipore (broon, star); he commanded detachments of the 14th and 40th Regiments at the capture of a stockade occupied by insurgents at the Billarat gold field, Australia, 1854 (received the rank of Major, unattached); served with the 67th throughout the campaign of 1860 in North China, and was wounded while in command of a wing employed as the covering and storming party at the capture of the North Taku Fort (C.B. medal and two clasps). He also commanded the 67th Regiment and Brigade at the second capture of Kiating, China 1862.

FOURTH TEST MATCH.

LONDON, February 10th.

Australia's score stands at 385 for the loss of eight wickets, Armstrong, not out, contributing 114.

SERIOUS ACCIDENT.

At about seven o'clock last evening an Mr. W. Danby was leaving the Hongkong Club he fell down the stone steps at the entrance and fractured his skull. He was removed to the Government Civil Hospital in a very precarious condition.

HONGKONG VOLUNTEER.

RESERVE ASSOCIATION.

The bat scores made during the month of January were as follows.

G. YENNER'S CUP AND CHATER CUP AT 500 YARDS.

A. Jenkins	69	500	69
J. C. Gow	58	500	68
W. J. G. Gask	51	500	67
A. M. Thornhill	63	400	67
A. MacKessie	63	400	67
C. Bond	62	400	66
Dr. Eran Jones	61	400	65
A. Moir	61	400	65
E. Abraham	44	200	64
S. Carruthers	61	200	63
Hon. Mr. F. H. May	51	120	63
E. W. Dawson	47	160	63
A. Blouey	53	80	61
P. N. H. Jones	39	20	60
R. Baker	55	20	57
C. W. T. Brett	45	12	57
C. W. Terrey	46	10	56
J. T. Douglas	44	12	54
J. T. Jack	38	12	54
G. Gipson	39	14	53

There were 61 entries.

MAX CUP, 500 YARDS.

Class A (Handicap 4 to 7 inclusive).

A. Jenkins	35	500	35
J. C. Gow	35	500	35
Dr. Eran Jones	33	500	35
C. Bond	32	500	34
A. M. Thornhill	32	200	34
E. S. Carruthers	32	100	33
A. W. J. Watt	29	20	31

Class B (Handicap 4 to 7 inclusive).

W. J. G. Gask	32	300	32
W. L. Gask	33	300	32
J. N. Jones	29	40	33
Hon. Mr. F. H. May	27	60	33
A. Blouey	28	40	32
J. J. Stubbings	26	50	31
C. W. T. Brett	24	60	30
E. W. Terrey	24	50	30
J. T. Douglas	18	60	24

Class C (Handicap 8 and upwards).

E. W. Dawson	27	30	35
J. J. Hatching	25	10	35
E. Abraham	24	10	34
P. N. H. Jones	21	10	31
L. Gibbs	20	10	30
G. F. Mackay	19	10	29
J. A. Wheel	17	12	29
J. L. Loman	18	10	28
W. J. Jack	16	10	23

There were 50 entries.

DOUGLAS CUP, 800 YARDS.

J. C. Gow	54	800	54
A. Jenkins	53	800	53
A. Denison	41	120	53
R. Baker	49	20	51
G. G. Forsyth	37	140	51
L. G. Bird	44	40	49
H. W. Bird	37	80	45
A. Blouey	35	80	43
E. W. Terrey	32	10	42

There were 54 entries.

BRANKLEY CUP, 600 YARDS.

J. C. Gow	68	600	68
Hon. Mr. F. H. May	56	600	68
A. W. J. Watt	57	60	63
L. G. Bird	56	40	60
R. Baker	57	20	59
W. L. Gask	45	120	57
W. Dobbs	38	10	54
A. Blouey	44	80	52
J. Hatching	32	20	52
W. J. Jack	31	20	51

There were 54 entries.

The Pool Competitions.

The pool on 11th and 12th January was won by R. Baker score 49 plus 2-51.

The pool on 18th and 19th January was won by W. W. L. Lask score 61 plus 9-70.

The pool on 25th and 26th January was won by J. C. Gow score 68 plus 8-66.

The numbers of members attending the range during January shows a slight improvement but is not by any means satisfactory. It is hoped that many more will attend next Saturday and Sunday when the May Cup Competition will be continued at King's Park Range, Kowloon.

SUPREME COURT.

Monday, February 10th.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

ENROLMENT OF A SOLICITOR.

Before the business of the Supreme Court opened yesterday, Hon. Mr. H. E. Pollock, K.C. moved that Mr. Henry Lardner Denny be approved, admitted, and enrolled to practise as an attorney, solicitor and proctor of the Supreme Court of Hongkong. The application was supported by the usual affidavits, and there was an affidavit by Mr. Denny's himself, showing that he was admitted to practise as a solicitor of the Supreme Court of Judicature, England, on the 19th September, 1907. There was also the usual affidavit of identity by Mr. F. D. L. Bowley.

His Lordship had much pleasure in admitting Mr. Denny to practise in the Court and hoped that his career in the Colony would be a very successful one.

IN APPELLATE JURISDICTION.

A BANKRUPTCY APPEAL.

Re Li King Shek (Kwong Yik Wo) ex parte Pang Sui-long, creditor. Hon. Mr. H. E. Pollock, K.C., represented the Official Receiver, and Mr. M. W. Slade, the appellant.

His Lordship, in delivering judgment in this action said:—Another claimant, Ng Sau Chi, to this floor which was the subject of such protracted argument last March in the case of the Kwong Yik Wo fraud, has appeared upon the scene. I said, page 93 of the Reports, that the creditor of Kwong Yik Wo, who was represented by the Official Receiver, would not be bound by the estoppel which it was contended on the authority of *Woodley v. Coventry*, would have operated against the bankrupt; an imaginary interpretation of that case, was erroneous. What I said was, of course, because it was not absolutely necessary to the determination of the question then before us, nor was it fully argued, and therefore it is still open. This claimant sets up

vanish in the distribution in bankruptcy, as the result of my decision is that they are not secured creditors, but the stopper is required for quite another purpose. It is not a simple case of stopper at all, but an exceedingly complicated one. It is to cure a defect in the claimant's title, to make a lender the possessor of a document which may be treated as a security, and this is to be tested by just the same methods as if it were a document of title proving him to be the actual purchaser of the goods. This defect is the absence of ascertainment of the absence of severance of the bags of flour in which the advance was made from the bulk of flour in the godowns. In this respect I must put the new claimants as on a level with the old ones; that is to say, that they were shown the bulk, and that they also, seeing a great quantity of flour, were satisfied that there was enough to cover their intended advance. It is here that so much play was made with, Wendley v. Coventry, because the stopper in that case had actually to do with the fact that the goods were not ascertained by Coventry, and it is here that the argument became, as appears from what I have already said, so insidious. The simple facts are these. Kwong Yik Wo, in intending to borrow from several claimants on a certain specified number of bags of flour, takes them or sends them to his Hop Yik godowns, where all the flour is stacked, and either he or Ho Lam, acting on his behalf as his agent, points out to them a quantity of flour saying "there is enough flour to cover your advance." The claimants take no further steps as the law requires as to ascertaining, but are satisfied that there is enough and more flour, and lend their money. As one witness said in his evidence, "Ho Lam pointed out to me more than enough, I did not separate any for myself." There can be no stopper here. They have simply been themselves negligent, and the law makes them pay the penalty. It seems indeed expressly designed to prevent such frauds as were committed in this case. I am therefore of opinion that the Official Receiver was right in rejecting the proof of these claimants, and the appeal must therefore be dismissed with costs.

IN ORIGINAL JURISDICTION.

THE LIABILITY OF COMPRADORES.

An interesting argument, arising out of the action, Chan Koo v. David Sassoon & Co. Ltd., was heard before his Lordship. The argument was adjourned from Chambers to the Court. Mr. M. W. Slade, instructed by Mr. C. D. Wilkinson of Messrs. Wilkinson and Grist, appeared for the plaintiff, and Hon. Mr. H. E. Pollock, K.C., instructed by Mr. H. W. Lockyer of Messrs. Deacon, Looker, and Deacon, represented the defendants.

Mr. Slade said this was an adjourned matter from Chambers in which the question to be decided was one of the utmost importance to all compradores and merchants whose liabilities were regulated by documents in a similar form to the one in question, and there were not a few in the Colony.

His Lordship—Is that so? I should rather like to get that point clear.

Mr. Slade—I happen personally to know of one other, and all compradores' agreements prepared by Messrs. Deacon, Looker and Deacon, or Deacon and Hastings, or whatever office it was at the time, would be substantially in the same form.

His Lordship—That is not an exceptional form in the Colony?

Mr. Slade—No. But a great many have adopted Mr. Deacon's form.

His Lordship—In this peculiar language?

Mr. Slade—Yes.

Mr. Pollock—It is a form which has been gradually evolved.

His Lordship—I quite see the process of evolution, and the extreme importance of the question caused me to adjourn the matter to Court.

Mr. Slade—It is a matter of the utmost importance, and the clause in which the controversy turns is the first provision for redemption in the mortgage. Our contention—that is, the contention of the compradore—is that he is only liable for the consequences of default of some sort—using defaults in its widest sense—of Chinese customers of the firm. The contention, as I understand it, of his employers, is that he is the insurer of all their transactions with Chinese.

His Lordship—That was rather the interpretation which I thought was possible.

Mr. Slade—He insures the firm against loss of any kind in any transactions with Chinese. Counsel then read material parts of the proviso as follows:—"The compradore shall, on demand, pay to the mortgagees (his employers) any deficiency in the price of goods which will be sold, or agreed to be sold to Chinese customers of the mortgagees, and also all losses, costs, charges or expenses which shall be incurred or sustained by the mortgagees in connection with any transaction or business which shall be entered into or effected by the mortgagees with any Chinese."

Whether such losses, costs, charges and expenses shall be incurred or sustained by reason of breach of contract or otherwise howsoever. Counsel submitted that reading the last clause by itself, without any regard to the relation of compradore and merchant as it was known in this Colony, that the words of that clause made the compradore the insurer against every loss, however arising, which fell upon the merchant in his transactions with Chinese customers; whether that loss arose from the default of the Chinese customer, or from the default of the merchant, or the unbusinesslike method of the merchant carrying on his business, or the ill-luck of the merchant in a market going against him. On the words of that clause the compradore was the absolute insurer against any loss of any kind or description which the merchant could suffer in a contract with Chinese. Counsel took a concrete example: "Supposing," he said,

PAST TEST MATCHES.

RECORDS AND RECOLLECTIONS.

It is probable that England and Australia have never been more evenly matched than they are at the present time.

It is interesting to recall that the first Test match took place at Melbourne in 1877, when Australia won by 45 runs. The first international meeting in this country was at the Oval in 1880. England won by five wickets, and W. G. Grace distinguished himself by scoring 152—the first century made in Test matches in this country. The first Englishman to make a century against Australia "down under" was George Ulyett, who, playing magnificent cricket at Melbourne in 1882, hit up 149. "The hour of scoring, the first century in a Test match, however, belongs to G. Bannerman, who made 165 against England in the opening match of 1877.

Although these international encounters were not instituted until 1877, an English team (known as Stephenson's Eleven) made its appearance in Australia in 1862, winning a match at Melbourne on January 1st of that year by an innings and 96 runs. There is no record of an English side visiting the Colonies prior to 1862, so there can be no doubt that Stephenson's men sowed the seeds of the great cricket contest of after years.

It may also be pointed out that the first Australian team of cricketers to visit England was in 1878. The Colonial contingent included the famous F. R. Spofforth, who secured 326 wickets. The tour, which occupied fifteen months, embraced the Colonies, America, and Canada, and Spofforth's complete record was 764 wickets for less than 7 runs each. The team won 44 matches out of 77, 10 being lost and 23 drawn.

The highest innings against an English side was the Test Match at Sydney, in 1894, when the Australians scored 588 runs. It was at Sydney, too, that England made their smallest score in Australia against a representative Colonial side. This was in 1837, when they lost the whole of their side for 45. Australia, however, were out for 42 in the following year at the same place. In 1901, at Birmingham, the Australians were out for 99—their lowest Test match score in this country. England's smallest total in this country is 53, made at Lord's, in 1888. Australia's best score over here is 551 (Oval, 1884). England's highest being 576 (Oval, 1899). "Down under" our best is 577 (Sydney, 1903).

Up to date seventy eight matches between strictly representative combinations have been played, of which England has won 34 and Australia 29, the remaining 15 being drawn.

STRANGE INCIDENT IN THE HARDEN CASE.

JUDGES REMOVED.

One of the most astonishing features of the Harden libel trial is the removal of Judge Kern, who presided at the first trial, which ended in the acquittal of the editor of the "Zukunft."

The removal took place a few days ago, just before the judges at the second trial found Herr Harden guilty, and sentenced him to four months imprisonment, and the payment of the heavy law costs.

It is stated that Judge Kern was transferred to another department of the Ministry of Justice "at his own request," but there is a general impression that other reasons contributed to his downfall, to which his removal amounts.

The incident is all the more striking as a similar thing happened a few years ago, when Judge Schmidt, who presided at a trial at which Herr Harden was acquitted of the charge of less majesty, was likewise removed from the judicial bench and transferred to another department of the Ministry of Justice.

Commenting in the "Tagblatt" on the removal of Judge Kern, Judge Gaultz says: "I refrain from expressing any opinion to the extent the removal influenced the judges of the Criminal Court at the second trial—of course, unconsciously." Judge Gaultz further states that he believes that the Criminal Court was unconsciously influenced by the knowledge that the public prosecutor intended to bring about Herr Harden's conviction in response to orders received "from above." Judge Gaultz thinks that the Supreme Court of the Empire will be obliged to grant Herr Harden's appeal against the sentence of the Criminal Court.

"The Well am Montag" protests strongly against Judge Kern's removal, declaring that the German public is shocked by such incidents, which appear to indicate that the judges are not independent, but exposed to improper influences.

The "Frankfurter Zeitung" declares that Herr Harden rendered a public service by the "Zukunft" exposures, especially by bringing about Prince Eitelburg's downfall. The Neue Badische Landeszeitung also protests against the attempts to overwhelm Herr Harden by unjustified abuse instead of remembering that the "Zukunft" articles produced many beneficial results.

WEATHER REPORT.

On the 10th at 11.55 a.m.—The barometer has risen moderately in Japan, and fallen slightly over China.

Pressure is highest over N. China and the low over S. and over the N.E. of Japan.

Gradients are slight to moderate, and fresh to moderate motion may be expected in the Forrester Channel and the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { N.E. and E. wind; fresh to moderate; cloudy, misty.

Formosa Channel { Same as No. 1.

South coast of China between { Same as No. 1.

Hongkong and Lamocka { Same as No. 1.

South coast of China between { Same as No. 1.

Hongkong and Taiwan { Same as No. 1.

LATEST STEAMER MOVEMENTS.

The M.M. str. Tonkin with the next French Mail, left Singapore on Monday, the 10th inst. at 4 p.m. for this port via Saigon.

The N.Y.K. str. Kageyama Maru (Bohai Bay Line) left Miji for this port on the 9th inst., and is expected here on the 14th inst.

The N.Y.K. str. Ryojin Maru (Bombay Line) left Singapore for this port on the 9th inst., and is expected here on the 15th inst.

The O. & O. str. Asia will sail from Yokohama to-day for this port via Kobe, Nagasaki, and Manila and will be due at this port on 21st inst.

The C.P.R. str. Empress of China arrived Nagasaki at 11 p.m. on Sunday, the 9th inst., and left again at 6 a.m. on Monday via Nagasaki for Shanghai where she is due to arrive at 9 a.m. to-morrow.

The C.P.R. str. Monteville left Yokohama on Saturday, the 8th inst. p.m. for Victoria and Vancouver.

The Silk ex M.M. str. Armand Belie was delivered at Lyons on the 7th inst.

THE COTTON CRISIS EXPLAINED.

Just because on both sides organization has been carried to a high pitch, the convulsions through which the cotton industry is now passing present a problem of the deepest interest.

On the one hand is the Master Cotton Spinners' Federation. The world's total of cotton spinning machinery is roughly 10,000,000 spindles; in other words, taking the whole of the globe, there are about 1,600 mills. Of these 100,000 are concentrated in Lancashire. Two-thirds are enrolled in the Federation. It is a vast combination, and it is purely a capitalist trade union. The main purpose for which it exists is that of collective bargaining with the operatives.

Elsewhere organization of this kind, representing £50,000,000 of capital and with huge resources, might expect to have things very much its own way. But in Lancashire "Jack," in the matter of combination, "is as good as his master." The Operative Spinners' Amalgamation has £250,000 of accumulated funds; the Cardroom Operatives' Amalgamation has over £250,000. Against the federation, the two bodies have an offensive and defensive alliance. When it comes to a rupture they are one.

Conducted under these conditions industrial war presents its worst features. There is no disorder, because the labour trained from childhood to operate delicate machinery cannot be seceded. But there is appalling waste. Practically the whole population is dependent directly or indirectly on cotton. A stoppage of the mills means a stoppage of the farms; it means short work in the mines, short work eventually in the machinery shops; stagnation in the warehouses at Manchester; stagnation on the railways. Everybody feels the pinch. A stoppage would cost the millowners at the present time £150,000 a week in profits, and the operatives' unions £80,000 a week in strike pay; but it would cost £500,000 a week to people who are not concerned.

The Lancashire operative is thrifty, and his union funds are well managed. For this reason, and because the mill owners are equally keen on the main chance, the two sides do not care readily to come to blows. They tried conclusions fifteen years ago. Black and bitter are the memories of the twenty weeks' stoppage which spread ever deepening and widening circles of distress.

The outcome of that war was the famous Brooklands agreement. The essential part of it was the provision that no increase of wages shall exceed 3 per cent., and that more than one increase shall not be applied for within a year; conversely, that no reduction shall exceed 5 per cent., and that not more than one reduction shall take place within any twelve months. But experience has shown that the Brooklands agreement contained serious flaws of omission. It made no provision for the adjustment of differences arising out of new conditions. The cotton industry is progressive; its conditions to-day are not those of fifteen years ago; most especially to-day's conditions will not be those of fifteen years hence. It was assumed, for instance, that the spinning of yarn would remain confined to the Bolton district. But in the rapid expansion of the industry during the last three years five yarn spinning has overflowed into the district of Oldham.

Now such of the half-a-dozen districts, technically called "provinces," into which the cotton area is divided has its own wage list, pay not being based upon results. The Bolton list was adjusted to five yarn spinning; the Oldham list to coarse and medium yarns. The discrepancy gave rise to the dispute which Mr. Lloyd-George gave to the domestic market in the form of a tariff. Incidentally the L.O.O.A. of the Crown pointed out that the Brooklands agreement, so far as regards adjustment to new conditions, is defective. The dispute which has arisen over the wages of ring spinners is a parallel case. When the Brooklands agreement was made, ring spinners might have been counted by scores. They now number thousands.

The ring spindle is an American invention introduced into this country because it made the advantage of motor power and off-land labour. If you go into a cotton mill you will see an operative-spinner and two or three assistants going up and down before a row of a thousand or more parallel twisting threads. Their business is to piece the threads, should they break. The spinner has also to adjust his machine or "mule" so that the yarn is even and of the requisite fineness. His calculations must be mathematically exact. Stoppages or bungling reduce his output and, of course, lower his pay. The ring spinners are women and girls. Each has charge, according to aptitude, of so many hundred spindles. The process is so exacting that upon the attention is intense and continuous through a working day of ten hours, unceasing. One hundred and seventy mills are now running with "ring" machinery.

For a long time each mill made its own terms with these women operatives. The pay was so much per 100 spindles per week. To begin with, the weekly rate per 100 spindles was 2s. On these terms a woman in charge of 600 spindles would earn 12s. But to reach that number she would have to be an operative of skill and experience, for 70 is the maximum. Millowners found, however, that it paid them to offer a higher price to tempt good workers from other mills, and so the price gradually went up 2s. 6d. per 100. Working at full pressure on a pay, a woman would earn 17s. 6d. a week; but most earned only 12s. 6d. Then the cardroom operatives—those who prepare the cotton for the spinning mules—thought they would organize this new class of workers. The existence among them of such low-priced female labour was held to be economically and in other respects demoralizing. When they had the opportunity, they immediately raised the price to 2s. 10d. per 100, and later to 3s., which is now their standard rate. All the non-federation mills have been obliged to co-ordinate the demand. Even at the 3s. rate ring spinning shows the not inconsiderable net profit, at present rates, of something like 40 per cent.

The next step was an attack on the mills in the federation. In this instance the cardroom amalgamation judged it necessary to start with negotiations. These preliminaries began six months ago. They got so far that each side appointed the same number of delegates on a joint committee which was to draw up a "list" for the payment of ring spinners on a uniform scale, varying not only with the number of spindles overlooked but with the fineness of the yarn turned out. The committee split over the basis on which the list should be compiled. The masters wanted to start from the average of present earnings, taking all the mills into account. The operatives insisted that the foundation must be 3s. 10d. for medium yarns. When this unhappy disagreement developed, the masters' federation insisted that the demand was technically a breach of the Brooklands agreement. The operatives treated the contention as a quibble. Now each side charges the other with having torn the agreement into pieces.

Following that breakdown, the operatives' union proceeded to apply of sectional squeezing to federation mills, and has shut up four of them, picking out those which were known to be

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making top profits. On the ground that the Brooklands agreement has been flouted—ring spinning having suffered in the general increase granted under the agreement—have begun a general lock-out. They have taken, too, the quite novel course both of refusing to mill owners who voted "No" in the lock-out ballot the option of keeping open on payment of a penalty, and of appealing to the non-federation mill-owners to fall into line.

Looking at the whole situation impartially, the point at issue does not seem hard to solve. To split the difference a matter of 2d. per 100 spindles either way seems the ready road out of the impasse. But in Lancashire the habit of driving a hard bargain has to be reckoned with. It is the true root of the difficulty. There is, however, another and deeper question. But the federation and the unions are armed to the teeth for fighting purposes. They are not provided with equally effective machinery for conciliation. Really, it is surprising that the great cotton industry, with interests which ramify all over the world, has not developed some kind of permanent Conciliation Board, which, with an equal representation from both sides and some reliable, impartial element to hold the balance, would, as it were, legislate on the new conditions which are bound to arise in a business that is alive. Why is there not such a body? Is the question which merchants and others in Manchester are now asking with some exasperation.

"PIRATE BANKERS."

REMARKABLE SPEECH BY NEW YORK OFFICIAL.

The Daily Telegraph's Correspondent at New York writes:

It was the Attorney-General, Mr. Jackson, who investigated the affairs of the wobbling banks during the recent panic, and, as a result, he discovered he held a meeting of business men at Brooklyn.

"I have never met," said Mr. Jackson, "so many men who ought to be in gaol as in my recent investigation of the affairs of the banks that got into difficulties in the recent panic. The lawless methods of these pirate bankers," Mr. Jackson continued, "through the deliberate and flagrant violations of the trust reposed in them by depositors, and the reckless use of other men's money for the promotion of their own speculations, constitute a chapter in the history of high finance in this city which properly can be compared only to the operations of Tammany, the Tweed ring, or the Traction gang, and which throws a great light upon the question as to who is responsible for the financial panic of 1907. I was expressly authorized by statute to commence actions and apply for receivers in any country of the State; so I brought actions in other countries than those in which the banks were located, and I secured the appointment of receivers unopposedly beyond the control of those who were willing to pay the expenses of the receivership if they could avoid their liability to the depositors. As a result, I am hopeful that all depositors will be paid 100 cents on the dollar."

Mr. Metz, Comptroller of the City of New York, was scarcely less sensational than the Attorney-General. He said that the panic was not over, and that it would not end until complete confidence had been restored throughout the country.

"Credit is gone," said the Comptroller. "You can't borrow a cent on business prospects or on stocks. You can borrow only on Wall Street collateral, and this is what we are trying to kill. The panic has become a poor man's panic. I had to close my mill the other day. I did not have the heart to drive the men out to let them starve, and I put them on half-time. I don't know where I am going to get the cash to pay them with, as I must buy on thirty days' credit and sell on eight months' credit. It is the same all over the country. I cannot borrow money. This has come to me for the first time in years. The panic is not over, and there must be confidence all over the country before good times are restored."

Tweed, to whom Mr. Jackson alluded, was the notorious Tammany "boss" who plundered the New York City Treasury by the most complete jobbing of contracts. He controlled the Court of Common Council, which was commonly known in his days as "The Forty Thieves." Mr. Bryce, in his standard work, "The American Commonwealth," tells all about them. Tweed controlled the judges, the officials, and many others, and before he was lodged in gaol, where he died, he had a inflated right and left. He was loyal, however, to his Tammany pals, whose political organization he headed, and he shared the way with the Tweed ring and New York's City government in the sixties and seventies. The most glaring financial achievement of the ring was connected with the erection and furnishing of the County Courthouse here. When designed, in 1863, its cost was estimated at \$50,000. Before the end of 1871 a sum varying between \$2,000,000 and \$10,000,000 had been expended upon it, and it was still unfinished. This was effected, as was afterwards proved in the judicial proceedings, by the simple method of requiring the contractors to add large sums to their bills, none of which were then appropriated by Tweed, Conolly, and their minions.

UNIVERSITY FOR BRISTOL.

OFFER OF £100,000.

At the annual dinner of the Bristol University College Council last month, Mr. O. A. Willis, the president, announced that his father, Mr. H. O. Willis, had promised £100,000 towards the endowment of the University for Bristol and the West of England, provided that a charter be granted within two years. It was stated that of the £250,000 required before the charter could be applied for £157,000 has been given or promised.

TINY GIRL MASS OF FEARFUL ECZEMA.

Covered from Head to Foot—Cries Were Heartrending—Beat Her Head and Blood Streamed Down Her Back—In Agony When Washed—Suffering Lasted Four Months.

TWO SETS OF CUTICURA EFFECT PERFECT CURE.

"I am writing to you a few words of advice to mothers who may have a child like mine. I have a boy, now about four months, my little baby girl had eczema, and before that she had been suffering from the agony of tiny sores. I have seen my child look her head, and blood streaming down her back. She was a little sufferer from head to foot. She was one mass of sores. I had advice from medical men, but it did not seem to cure her one bit. I was advised to use the Cuticura Remedies, and I had two sets. Now there is not one spot about her, and I can tell you that the Cuticura Soap, Cuticura Ointment, and Cuticura Pills cured her. I used them, and I think they are worth all praise for my child's sake and other mothers who may have such trouble as I did with her."

"I used to dread the time for her to wake up, as the cries from her were so heartrending. For months she was bad, and no one but myself can tell of the nights of misery spent with her. It first came in a small place on her head, and I used all kinds of remedies for it and it got worse. When I washed her she would cry with pain. One day I made up my mind while reading about the Cuticura Remedies, so I got a cake of Cuticura Soap, a box of Cuticura Ointment and Cuticura Pills and used them in the evening. I continued for a week, and you can't imagine how thankful I was to see how well she got on. She was two weeks of age the 22d of February, and a further. She is a picture of health at now. I shall recommend the Cuticura Remedies to every one I know. Mrs. Cutler, 140, King St., Royal Oak, Plymouth, Dec. 15, 1905, and Jan. 29, 1906."

The most torturing and disgusting humors, eczema, rashes, eruptions, and inflammations of the skin, scalp, and blood, with loss of hair of infants, children, and adults, are instantly relieved and speedily cured by Cuticura Remedies, when all else fails. Guaranteed absolutely pure.

A Single Set often Cures. Sold throughout the world. London, 27, Cannon Street. U.S.A., J.C. Watson & Co., New York, N.Y. Cuticura Remedies, 140, King St., Royal Oak, Plymouth, Dec. 15, 1905, and Jan. 29, 1906.

PRUSSIAN BUDGET.

INCOME-TAX INCREASE.

Baron von Rheinbaben laid the Prussian Budget before the Diet on January 6th, but he had not so cheerful a story to tell as the last year. He had, he said, pointed out last year that their economic conditions were healthy, but that sooner or later they would expect a relapse from the extraordinary boom they were experiencing. That had come to pass in the second half of 1907. The falling back had specially affected the iron trade, but the high rate of interest had also seriously impeded building operations. Fortunately, up to the present great works had managed to get on without considerable dismissals of hands. The conditions had, however, reacted on the railway, which in consequence of diminished receipts and increased expenditures would bring in £5,000,000 less in the present year than in 1906. The year would, in consequence, close with a deficit £2,000,000 or £3,000,000.

This economic slackness would naturally also exercise an influence on the Budget for the coming year. At the same time, they had no grounds for alarm. Agriculture had been strengthened, and that was a guarantee that they could survive bad times. They would do it all the easier if they would keep before their eyes the limitations imposed by their economic development. He could not escape from the feeling that they had got into a habit of living beyond their resources. The first meant to restore the equipoise in the Budget was to restrict expenses to the absolutely necessary. All the departments had framed their estimates in accordance with this principle. They must guard themselves against burdening their future too much with debt, as the Empire had done. They could not go on permanently covering extraordinary estimates by means of loans. That they could only do under very special circumstances. Such, however, existed in the present case, and for that reason he would once more have recourse to borrowing for an increase of railway material. They could not, however, cover the entire deficit, which he estimated at £22,000,000 by this means. He proposed to cover the residue of £2,000,000 by a moderate increase of the income tax. The increase was necessary if they were to prevent the sale of offices, religious ministers, and school teachers. That would cost nearly £8,000,000. Of this they could defray two-thirds out of current means, but it would be necessary to increase the income tax in order to provide the remainder.

The Finance Minister then proceeded to defend the manner in which the new loan is being issued.—Daily Telegraph.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

OCCIDENTAL HOTEL.

ROOMS TO LET. Well and Comfortably furnished, with separate Kitchens and Baths for each set of Rooms. Good accommodation. Gas, Electric and Water laid on. Rent very moderate.

Apply to—
H. RUTTONJEE & SON,
5, D'Almeida Street, or
45, Elgin Road, Kowloon.
Hongkong, 15th January, 1908. 202

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—
YEE SANG FAT & CO
Same address.
Hongkong, 28th January, 1907. 270

TO LET.

NO. 2, CHANCERY LANE. 6 ROOMED HOUSE fitted with Electric Light, Central Locality.

"STILLINGFLEET" Peak Road. SIX-ROOMED HOUSE with Fine View of Harbour.

"HARPERVILLE" Garden Road. SIX-ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

Apply to—
PERCY SMITH & SETH,
Accountants & Auditors, 8 & 9, Queen's Road Central.
Hongkong, 10th February, 1908. 333

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st February, 1908. 185

TO LET.

NO. 59, CAINE ROAD.

Nos. 27 and 31, SEYMOUR ROAD.

Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 27th November, 1907. 191

TO LET.

A SIX ROOMED HOUSE at ELIOT STREET, Robinson Road. Furnished or Unfurnished.

Apply to—
F. I. D'ALMEIDA & CASTRO,
33, Queen's Road Central.
Hongkong, 22nd January, 1908. 100

TO LET.

4 and 5 ROOMED HOUSES in Kowloon.

COMMODOUS SHOP in Des Vaux Road Central, Hongkong. Immediate possession. Moderate rentals.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.
Hongkong, 18th January, 1908. 117

TO LET.

HOUSE, No. 41, Wyndham Street, from 1st March next.

Apply to—
H. M. H. NEMAZEE,
9, Pedder's Hill.
Hongkong, 8th February, 1908. 320

TO LET.

NO. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—
JARDINE, MATHESON & CO., LTD.
Hongkong, 21st October, 1907. 93

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

No. 10, DES VEAUX ROAD CENTRAL 1st floor.

"HATHERLEIGH" Conduit Road. A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YONG BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 109, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE. Apply to—
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Hongkong, 1st February, 1908. 86

TO LET.

"EGGESFORD" (Furnished) No. 114, PRAY. Contains 6 ROOMS.

No. 71, WYNDHAM STREET. "GLENWOOD" Caine Road, suitable for a Boarding house or Club. Containing 26 Rooms.

BEACONFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbrook MacGregor).

OFFICES in Queen's Road Central. BELLIOS TERRACE HOUSES, ROBINSON ROAD.

"NETTLEWOOD" 55, ROBINSON ROAD. Furnished, Electric Light and Fans and Good Tennis Lawn.

GOOD CENTRAL GODOWN, No. 34, DUBBELLE STREET.

LAD BROKE, No. 9, CONDUIT ROAD, 8 Rooms, Furnished or Unfurnished, from 15th April, 1908. Large Servants' Quarters and full fitted Tennis Court.

No. 3, DUBBELLE STREET Shop and 1st floor.

No. 6, DES VEAUX VILLAS (PRAY). No. 57, PRAYA GRANDE, Macao.

Apply to—
LINSTED & DAVIS,
3rd Floor, Alexandra Building.
Hongkong, 10th February, 1908. 89

TO LET.

IMMEDIATE POSSESSION.

GODOWN No. 101, Praya East. Apply to—
CHATER & MODY,
Victoria Buildings.
Hongkong, 17th January, 1908. 212

TO LET.

FROM 1st MAY.

KOWLOON MARINE LOT 48, Tsimshui. Area 85,000 square feet and with 250 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 18th January, 1908. 221

TO LET.

THE Top Floor of No. 2, Wyndham Street, lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.

No. 7, PEDDER'S HILL. First Floor of No. 6, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FRED. BORNEMANN & CO.

Second Floor of No. 8A, DES VEAUX ROAD CENTRAL, above the Office of DAVID SASSOON & Co., Ltd.

Apply to—
DAVID SASSOON & Co. Ltd.
Hongkong, 6th February, 1908. 96

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VEAUX ROAD CENTRAL, (formerly occupied by Messrs. SHAW, TOMES & CO.).

HOUSE, No. 11, SEYMOUR ROAD, newly painted and colour washed.

One FIVE-ROOMED BUNGALOW, "THE NAUK" No. 84, Mount Gough, Peak, Garden and Tennis. (From 1st April next).

Apply to—
THE COMPRADEORE DEPT.,
JARDINE, MATHESON & CO., LTD.,
Connaught Road Central.
Hongkong, 1st February, 1908. 299

TO LET.

FROM 15th February, "FAIRVIEW," No. 1, ROBINSON ROAD; splendid situation, with fine view of harbour: Six Big Rooms. Apply to—
L. H.

Care of "Daily Press" Office.
Hongkong, 8th February 1908. 312

TO LET.

LARGE OFFICE ROOM on First Floor of No. 14, DES VEAUX ROAD.

Apply to—
FRED. BORNEMANN,
No. 16, Des Vaux Road Central.
Hongkong, 23rd January, 1908. 144

TO LET.

AUCTION ROOMS, No. 2, Zetland Street. Immediate possession.

Nos. 2 and 4, "FAIRVIEW," ROBINSON ROAD, Kowloon. T. M. 182 KONG.

"WOODBURY" GARDEN ROAD. "ROBENEATH" Kowloon.

Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 10th February, 1908. 87

TO LET.

FIRST Class European Houses, furnished or unfurnished, Lochiel Terrace and Humphreys Avenue, Kowloon.

Apply to—
J. I. D'ALMEIDA & CASTRO,
Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West, Hongkong, 1st October, 1907. 94

TO LET.

PER 1st January, One OFFICE ROOM on Second Floor, Prince's Buildings.

Apply to—
REUFER, BROECKELMANN & CO.
Hongkong, 9th December, 1907. 102

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1908. 168

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 91

TO LET—AT GANTON.

EIGHT ROOMED HOUSE at SHAMEN.

Apply to—
A. B. 99,
Care of "Daily Press" Office.
Hongkong, 23rd January, 1908. 251

TO LET.

LA HACIENDA, Est. Mount Kellef, The Peak, unfurnished, from the middle or end of April next. For particulars apply to the undersigned.

Apply to—
C. H. GRACE,
Care of Secretary's Office,
Hongkong Club.
Hongkong, 5th February, 1908. 311

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon. Cheap Rental.

NO. 3, PUMJAB BUILDINGS Kowloon. Apply to—
SPANISH PROCUATION.
Hongkong, 18th October, 1907. 97

TO LET.

GODOWN No. 3, NEW PRAYA, Kowloon.

Apply to—
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st February, 1908. 260

TO LET—ON SHAMEN.

LARGE 6 ROOMED HOUSE in best locality, facing the Bund.

Apply to—
German Post Office, Canton.
Hongkong, 7th January, 1908. 161

PRIVATE BOARD AND RESIDENCE

MRS. GILL AND SONS.

"CLAREMONT," 2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 159

PROGRESS AT PANAMA.

Mr. R. A. Colquhoun writes in the Times:—The Isthmian Canal Commission has just issued a report for the fiscal year ending June 30, 1907, and almost simultaneously have appeared certain "inspired" accounts of the work now proceeding and forecasts as to its completion. The Panama Canal, although it is to be built and controlled by the United States, is no mere affair of domestic interest and importance. It is of too much to say that the whole world is interested in the solution of the problem of opening a channel through the narrow neck which joins the two American Continents. The Suez Canal revolutionized world conditions, and the Panama Canal will have almost equal influence over future history. The latter differs from the former in one important respect, that it presents engineering difficulties of quite an unprecedented character. Against this disadvantage, however, must be set the fact that its construction is no longer in private hands, but is the task of the wealthiest and one of the strongest of modern States. There is no question of making it pay dividends or of grudging expense, since the United States intend to make the Canal *coute qu'il coûte*.

What we are chiefly interested in just now is the actual progress being made and the consequent possibility of seeing the Canal open within the next decade. The United States spent about three years in preliminary work to make the isthmus habitable for white and coloured labourers. This task has been well and truly laid, for the savages which desolated the works of the previous régime have been practically eliminated. The next step has been to introduce the latest and most powerful labour-saving machinery for excavation, and a considerable portion of the report just issued is concerned with the work done by the giant steam shovels.

THE CULEBRA CUT. It has been generally considered that the time absorbed by the work will be chiefly determined by the rate of excavation in the Culebra Cut. This is the spine of the isthmus—rocky divide which has to be pierced, and which a dozen years ago seemed to present almost insuperable difficulties. The giant steam shovels introduced by the United States are now eating away the rock itself with astonishing rapidity, but the figures as to the progress made need careful scrutiny, and are not to be indiscriminately used in forecasting the date at which the highway from coast to coast will be opened. For one thing, the most difficult part of the Culebra Cut work is yet to come. The French company had left a cut through the summit, which had first to be widened and then deepened, and it is the first part of this task on which nearly all the excavation has been done. The more difficult section—the deepening, subject to an increasing interruption of water—is as yet hardly touched. Incidentally it must be remarked that all figures comparing work done in the Culebra section by the French with that of the Americans must be accepted with reservation, since the latter term the whole seven miles of excavation "Culebra Cut," whereas the French applied that term only to one mile, which contains about half of the total to be excavated, and which represents the greatest difficulty. Moreover, it is not correct to speak of the work done "by the two French companies from 1880 to 1904," since the old French company was only founded on March 3, 1881, and went into liquidation on December 14, 1888, while the second company (founded more for purposes of fresh surveys and retaining the concession than for active work) began in 1894 with a limited capital.

The United States Government had the great advantage of starting work on the basis of thorough surveys and much experimental work done by the French (who had to cut down the virgin forest in order to make a beginning), and up to the end of October last, after three years and eight months' work they had excavated on the whole Canal about 14,000,000 cubic yards. About forty million cubic yards out of the eighty millions excavated by the French companies are useful to the American scheme, and in June, 1904 (when work was commenced by the United States), the total amount remaining to be excavated was roughly 111,000,000 cubic yards, of which about 62,000,000 were in the Culebra Cut. Out of this total of 111,000,000 a comparatively small amount could be written off at the end of 1907 (three and three quarters millions), but 1907 may see the excavation of sixteen millions excavated, and, if the yearly total (with allowance for progressive increases) taken as a basis it is not unreasonable to suppose that six or seven years will suffice to "dig" the Canal.

DIFFICULTIES ENCOUNTERED. There are two features in this estimate, however, which are not given their full weight by optimists in the canal zone. First, the increasing difficulties of excavation, and the fact that the present high total is chiefly due to the heavy amount of dredging in the Canal, which is by no means the heaviest part of the work. Second, the fact that so far the rock and soil excavated cannot be deposited on the site where it will form part of the necessary dams for the very good reason that the present scheme for dams is subject to revision. The soil mucked up by pipe-line dredging was to be brought to the site of the Gatun dam, and it is stated (not officially) that a long trestle has been built from which railway trains are dumping rock and earth on the dam site. The model for this Gatun dam, which is an essential feature of the scheme now under consideration, is a dam at Wachusett, Mass., and this model disappointed its constructor by collapsing last summer, without any special pressure, so that it is only reasonable to suppose that the Gatun dam is a subject of some giving. Nothing is said about this important question in the report, and in view of the fact that the majority of engineers on the consulting board were opposed to the scheme and that it was carried through the influence of a minority headed by the designer of the Wachusett dam, there can be no doubt that the site of the great earthen mound which is to control the Chagres River, and on the design of the mound itself, are not sufficiently certain to justify time and money spent in conveying material to them. The most recent reports regarding the foundation for the proposed dam are unfavourable, and the writer from the isthmus already quoted remarks that the "principal part" will rest upon earth, while other observers believe that the whole dam will have some 300 ft. lower. Another point continually undergoing revision is the size of the locks, which had been increased materially since the date of the report.

MILITARY CONTROL. A most important factor in canal construction has undergone complete transformation in the past year, as the work has been transferred entirely to military control, and a military engineer, Colonel Goethals, is now chairman of the Commission on which there are two other Army engineers, one naval engineer, one Army medical officer, and two civilians—one an expert, and the other a generalist. The Commission now lives on the isthmus, and is a more efficient body by the fact that it has an engineer and administrator at its head who can command a majority in the Commission and enforce discipline. Only the

law department is now at Washington. This drastic change took place after a number of transformations, and whatever may be thought as to the comparative desirability of carrying a work out through a military or civil agency, there can be no doubt that it has out the Gordian knot for the United States. The Army engineers cannot change, or be changed, with the chameleon-like rapidity of the former personnel. The report is largely concerned with showing the superior economy and speed of work done by Government over that of private contractors, but as a matter of fact, responsible private contractors did not tender for the work as the conditions appeared too complicated and onerous. The labour problem, it must be remembered, is "still unsolved," as admitted in the report, and no satisfactory recruiting ground, either for white or coloured labour, has yet been found which can be expected to meet the enormous demands to be made on it during the construction of the Canal. The subject of Government versus contractor is a controversial one in which incline opinion, in this country, at all events, incline strongly in favour of the latter, but there are ample grounds beyond those given in the report for justifying the course taken by the United States.

FINANCIAL ASPECT. A few words may be said as to finance, although all estimates under this head are purely conjectural, while the actual type of canal to be built remains open to discussion. Up to March, 1907, the sum appropriated by Congress was sixteen millions sterling, including one million loaned to the Panama Railway Company. The sum expended up to June, 1907 (excluding eight millions paid to the French company and two to the Republic of Panama) was nine and three quarters millions, so that a third of the total estimate of twenty-eight millions sterling has already been reached. Of the amount expended about six millions went on actual canal construction, two million on auxiliary engineering works, one million on hundred thousand on capitulation, and nearly half a million on civil administration. A non-official estimate of the expenditure of the year July, 1907, to June, 1908, is not far short of seven millions, but even putting it at six millions per annum it will not take long to originate at estimate sanctioned by Congress. Moreover, no adequate provision has ever been made for compensation for the immense area to be flooded by the great lake which forms part of the present scheme or for the increased area of the locks. The financial aspect of the case is not, however, a serious consideration for a country as the United States, but there is, even at this stage, abundant evidence that the estimate for the present scheme was much too sanguine.

Finally, one must pay a tribute to the zeal and energy with which difficulties (not mentioned in this article) are now being met, and which promise under the present régime a continuous and progressive rate of work on the greatest engineering task of modern times.

ONE GOOD TURN DESERVES ANOTHER. A London contemporary writes:—A strange thing is about to happen. We who send missionaries to the uttermost ends of the earth to convert the heathen are about to receive a visit from a missionary—a Buddhist dignitary, who is a European in full orders of the Buddhist priesthood. He is to seek converts throughout the kingdom. The methods of our missionaries abroad are so often criticised, by men more acutely than by our friends the Japanese, that it will be worth while to note Buddhist procedure. One of the pillars of Modern Buddhism—there are two schools—Prince Dhamrong, brother of the King of Siam, told us some years ago, after a stay in England, what he thought of our system. Buddhism, he says, condemns no other religion. Christian missionaries, he complains, begin by preaching that all we know and all our belief is false, and that there is only one truth—the faith which they propose to us. Then, after having said this, they establish schools, and do some good things. They ought to set in the opposite way—to do good things, to open schools, to teach what is good in our own religion, and to condemn what is good in the other.

The cry of poverty which our poor clergy raise hardly appeals to the good Buddhist. Their priests are among the poorest learned men in the world. "Their salaries are small," says Prince Dhamrong, "and you will have an idea of it when I tell you that the Archbishop, or chief of our priesthood at Han-kok, the head of our entire clergy, has but 270 a year." Our Primates receive £15,000 a year, and is poor on it. But then the Buddhist priest keeps within his temple; he takes no part in public life, he is a recluse in teaching cities; social life and hospitality have no claim upon him. He simply preaches, and teaches, and directs the services in the temple. But this is not good; he is not a spirit; he has no existence; yet prayers are addressed to him, and sacrifices made before his relics upon a scale of extravagance inconsistent with the economy of the priests. Our royal devotee sends an offering of 4,480,321 flowers before the shrine of the tooth in the temple of Ceylon. At another temple it was provided that there should be offered every day 10,000 flowers, and each day a different flower. For good or evil Buddhism is, as regards the numbers of its adherents, the prevailing religion of the world; it numbers 500,000,000 followers, one-third of the entire human family.

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Firstly it is pure; an important matter when you consider how often in the day Soap is used, and how sensitive your skin is.

Then it is antiseptic as well. (10% Carbolic Carbolic) emollient and delicately perfumed.

In hot weather especially, its use is delightfully refreshing for general toilet purposes, cleansing the skin and removing the effects of perspiration.

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York Building, Chater Road.

Hongkong, 13th November, 1907. 31-1

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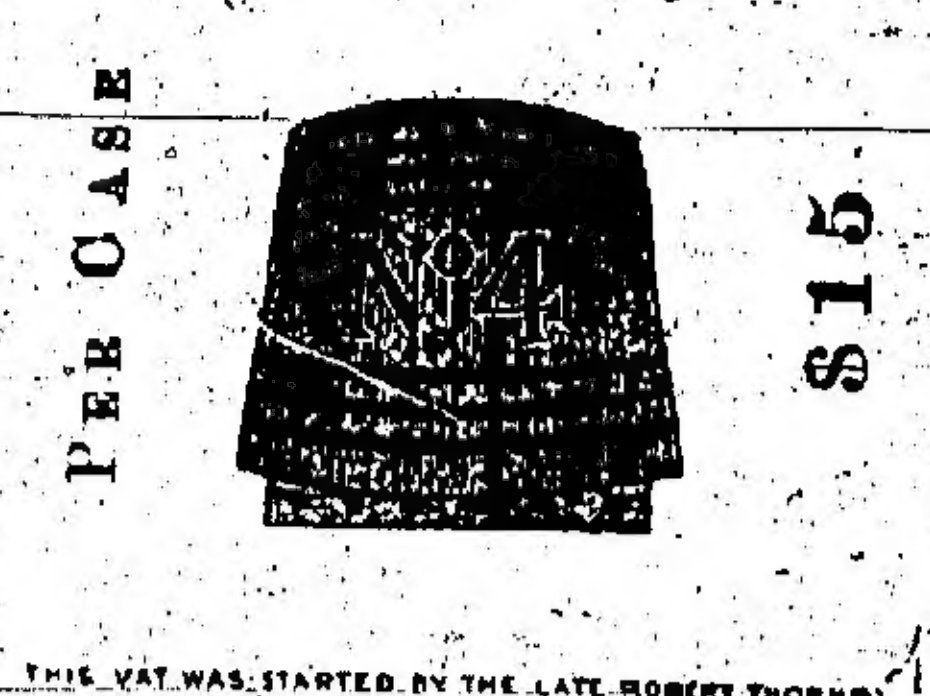
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NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 864 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide... 344 "

DOCK No. 1.

Extreme Length... 623 feet.

Length on Blocks... 613 "

Width of Entrance on Top... 864 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide... 64 "

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Extreme Length... 571 feet.

Length on Blocks... 561 "

Width of Entrance on Top... 864 "

Width of Entrance on Bottom... 884 "

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LATEST PLANTS and APPLIANCES

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP via SINGA- PORE, PENANG, COLOMBO and PORT SAID	PALAWAN Capt. C. R. Longden, R.N.R.	Noon, 11th Febr.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	MANILA Capt. F. E. Andrews, R.N.R.	About 16th Febr.	Freight and Passage.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 21st Febr.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DEVANHA Capt. T. H. Nide, R.N.R.	Noon, 22nd Febr.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 10th February, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHANGSHA" On 11th Febr., Noon.	
TSINGTAU and CHEFOO. SHANGHAI and CHINKIANG. MANILA SHANGHAI HOIHOW and HAIPHONG SHANGHAI CEBU and ILOILO MANILA	"KWEIYANG" On 11th Febr., 4 P.M. "HANGCHOW" On 11th Febr., 4 P.M. "KIUKIANG" On 11th Febr., 4 P.M. "TEAN" On 11th Febr., 4 P.M. "SHAOSHING" On 13th Febr., 4 P.M. "HUPEH" On 14th Febr., 4 P.M. "KWANGSE" On 14th Febr., 4 P.M. "KAIFONG" On 15th Febr., 4 P.M. "TAMING" On 18th Febr., 4 P.M.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SATEEN FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight, Passage, apply to—
HONGKONG, 11th February, 1908.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SHOSHU MARU" Capt. M. NAMOTO	TUESDAY, 11th Febr., at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light, First-class Saloon Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 10th February, 1908.

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA 20th Febr.	FOR MARSEILLES, HAVRE & HAMBURG: S.S. SAXONIA 18th Febr.
FOR SHANGHAI, YOKOHAMA & KOBE: HOHENSTAUFEN 22nd Febr.	FOR BREMEN & HAMBURG: S.S. SPEZIA 24th Febr.
FOR SHANGHAI, YOKOHAMA & KOBE: BELGRAVIA 5th March	FOR MARSEILLES, Plymouth, HAVRE & HAMBURG: S.S. EHENANIA 26th Febr.
	FOR HAVRE, BREMEN & HAMBURG: S.S. SLAVONIA 2nd March.
	FOR ROTTERDAM & HAMBURG: S.S. AMBRIA 10th March.

COAST SERVICE.
S.S. KOWLOON FOR CHINGKIANG On 11th February. Freight.

For further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ HEINRICH" Capt. GROSCH	Wed. day, 12th Febr., at Noon.
KUDAT and SANDAKAN	"GOEBEN" Capt. WILHELM	About Wed. day 12th Febr.
	"BORNEO" Capt. F. SELLBIL	Middle of Feb.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 27th Febr., at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOCHERS & CO.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 6th February, 1908.

NIPPON YUSEN KAISHA, (THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, and PORT SAID	BINGO MARU Capt. T. L. Somner, Tons 6247	WED. DAY, 19th Febr., at Daylight.
VICTORIA, B.C. and SEATTLE, WASH. via SHANGHAI, MOJI, KOBE, and YOKOHAMA	KAWACHI MARU Capt. H. Petersen, Tons 6237 YANGO MARU Capt. A. E. Moses, Tons 7463 AKI MARU Capt. M. Yagi, Tons 6444	WED. DAY, 4th March, at Daylight. TUES. DAY, 18th Febr., at 4 P.M. TUES. DAY, 3rd March, at 1 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. N. Mathieson, Tons 5076 YAWATA MARU Capt. K. Homma, Tons 3818	FRIDAY, 21st Febr., at Noon. FRIDAY, 29th March, at Noon.
BOMBAY via SINGAPORE PENANG, MADRAS and COLOMBO	KAGESHIMA MARU Capt. T. Arakawa, Tons 4637	SUNDAY, 16th February
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. K. Homma, Tons 3817	WED. DAY, 19th Febr., at No. n.

† Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 11th February, 1908.

T. KUSUMOTO,
MANAGER.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

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HONGKONG.Japan Office—
14, WATER STREET
YOKOHAMA.

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS
LIMITED.FOR LONDON, ANTWERP AND
HAMBURG.

THE Steamship

"FLINTSHIRE,"
Will be despatched for the above Ports on
THURSDAY, the 20th February.For Freight and Further Particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong 23rd January, 1908. 179

ANGLO-AMERICAN OIL CO., LD.

FOR BOSTON AND NEW YORK VIA
PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

THE Steamship

"KENNEBEC,"
Captain Beynon, will be despatched as above on
about SATURDAY, the 7th March, 1908.For Freight, etc., apply to
STANDARD OIL CO. OF NEW YORK,
Oriental Freight Department,
(Hotel Mansions), Agents.

Hongkong, 8th February, 1908. 340

TOYO KISEN KAISHA
SOUTH AMERICAN LINE.Regular Steamship Service between Hongkong
CALLAO and IQUIQUE, via JAPAN
PORTS (Kansai, Kobe and Yokohama).
With liberty to call at Honolulu and
Saila Cruz.Steamers Tons
"KANATO MARU" 6,100 Somei Maru
March 19.8.Taking Freight and Passengers to other
Eastern and Western Coast Ports of South
America in connection with Steamers of the
Pacific S. N. Co.K. MATSUDA, Manager,
York Building.

Hongkong, 27th December, 1907. 10

THE Underwritten GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPT. PORTS every fortnight.For Freight and further particulars,
apply to
DODWELL & CO., LIMITED
General Agents for China and Japan
Hongkong, 4th August, 1898. 9

NATAL LINE OF STEAMERS

THE Underwritten GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPT. PORTS every fortnight.For Freight and further particulars,
apply to
DODWELL & CO., LIMITED
General Agents for China and Japan
Hongkong, 4th August, 1898. 9STORAGE.
FOR COAL, TIMBER, &c.TO BE LET, a Portion of MARINE LOT
No. 235 at NORTH POINT, Suitable
for above Purpose. EXTENSIVE WATER
FRONT. DEEP WATER.Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36
on PRATA EAST. Approximate AREA
13,000 SQUARE FT. 99 YEARS' LEASE.For Particulars, apply—
GEO. FENWICK & Co., LTD.
Hongkong, 8th June, 1906. 134FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPOSTS.
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
is given in theHONGKONG WEEKLY
PRESS,with which is incorporated
THE CHINA-OVERLAND TRADE REPORT,
subscription, paid in advance, \$12 per annum
Postage \$2 to any part of the World

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"
having arrived, consignees of cargo are
hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables,
are being landed and stored at their risk into
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Ltd., Kowloon wharf—delivery
may be obtained.No claims will be admitted after the Goods
have left the Godowns and all goods remaining
undelivered after the 11th inst., will be subject
to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will
be examined on the 11th inst., at 9.30 A.M.All claims must reach us before the 15th inst.,
or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
undersigned.NORDDEUTSCHER LLOYD,
MELOCHERS & CO.,
Agents.

Hongkong, 4th February, 1908. 5

NAVIGAZIONE GENERALE
ITALIANA
(Etorio and Rabatino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"LEVANZO,"
having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed that
their Goods are being landed at their risk into
the hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Ltd., where delivery may be
obtained. Perishable Goods to be taken
delivery of immediately.All Claims must be sent to the Office of
the undersigned before Noon on the 13th inst.,
or they will not be recognized.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 13th inst., will be subject
to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 13th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO.,
Agents.

Hongkong, 6th February, 1908. 4

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON,
COLOMBO AND STRAITS.

THE Steamship

"GLAMORGANSHIRE,"
Capt. Norris, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees
risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 13th inst., will be subject
to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on THURSDAY, the 13th inst.,
at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 7th February, 1908. 341

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex s.s. "Mooltan."
From Australia ex s.s. "Mongolia."
From Calcutta, ex s.s. "Ceylon."
From Persian Gulf ex B. I. S. N. &
B. I. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 12th inst., at
4 P.M. will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged packages must be left in the Go-
downs for examination by the Consignee's and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognized.No Claims will be admitted after the Goods have
left the Godowns.E. A. HEWETT
Superintendent.

Hongkong, 6th February, 1908. 7

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM HULL AND LONDON
AND STRAITS.

THE Steamship

"GLENLOCHY,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.Goods not cleared by the 14th inst. will be
subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Go-
downs, where they will be examined on the
14th inst., at 11 A.M.No claims will be recognized if not presented
within 14 days of the ship's arrival.McGREGOR BROS. & GOW,
Hongkong, 8th February, 1908. 342

SHIPPING IN PORT.

STEAMERS.
AMIGO, German str., 822, N. J. Baltzer, 18th January—Hohow 16th January, General Jensen & Co.
BLUCCROSS, British str., 1,359, W. J. Haselton 3rd February—Cardiff 6th December, Coal —Admiralty.
BORNEO, German str., 1,344, F. Sembill, 7th February—Sandakan 2nd Feb., Timber- Melchers & Co.
BOURBON, French str., 997, Le Bail, 2nd Feb. —Saigon 28th Jan., Rice—Chinese.
CALCHAS, British str., 1,073, O. P. Williams, 9th February—Shanghai 8th Feb., General —Butterfield & Swire.
CHANGSHA, British str., 2,269, G. W. Eddy, 5th February—Sydney via Ports and Manila 2nd Feb., General—Butterfield & Swire.
CHIPSING, British str., 1,199, F. Mooney, 29th January—Swatow 28th January, General —Jardine, Matheson & Co.
DRUMMER, British str., 2,476, J. Fairweather, 4th Feb.—from Bristol Channel, Coal— Order.
EMPRESS OF JAPAN, British str., 3,039, H. Pybus, R.N.R., 13th January—Vancouver B.C. 24th Dec. via Japan Ports and Shanghai 11th Jan., Mail and General— Canadian Pacific Railway Co.
ERI, Norwegian str., 860, C. Wagle, 8th Feb. —Labuan 1st February, Coal—Angard, Thorsen & Co.
FRITHJOF, Norwegian str., 891, Olaf Andersen, 3rd February—Saigon 15th Jan., Rice— Angard, Thorsen & Co.
HAIMUN, British str., 636, A. J. Robson, 9th February—Fochow Feb. 6th, Army 7th, & Swatow 8th, General—Douglas, Laprak & Co.
HANGCHOW, British str., 999, Mawley, 6th Feb. —Shanghai 2nd Feb., General—Butter- field & Swire.
HANGSANG, British str., 1,356, S. Wilde, 7th Feb.—Shanghai and Swatow 6th Feb., General—Jardine, Matheson & Co.
HELLA, German str., 1,553, J. Saab, 6th Feb. —Wakamatsu 31st January, Coal— Siemssen & Co.
KAIFONG, British str., 986, H. Mathias, 9th Feb. —Cebu and Iloilo 4th Feb., General— Butterfield & Swire.
KONG WAI, German str., 1,171, P. Kohler, 9th February—Bangkok 1st Feb., Timber and Rice—Norddeutscher Lloyd.
KIANGTUNG, Chinese str., 1,222, H. Uddin, 6th February—Chinkiang 1st Feb., General— Chinese.
KOWLOON, German str., 1,427, H. Enigh, 4th February—Chinkiang 31st Jan., General— Hamburg-Amerika Linie.
KWANGSE, British str., 1,228, H. Scott, 4th Feb.—Chinkiang and Wuhu 31st Jan., General—Butterfield & Swire.
KWANGTUNG, Chinese str., 1,536, Wm. H. Hunt, 31st January—Shanghai 28th Jan., General— Chinese.
KWIBYANG, British str., 1,044, M. Dawson, 26th January—Hohow 28th Jan., General— Butterfield & Swire.
LAERTS, British str., 1,340, J. B. Jackson, 6th February—Saigon 1st February, Rice and General—Chinese.
LEVANZO, Italian str., 2,281, Balotti, 6th Feb. —Bombay and Singapore 30th January, General—Carlowitz & Co.
LYDIA, German str., 1,771, Meyer, 5th Feb. —Wuhu 30th Jan., Rice—Siemssen & Co.
MACHEW, German str., 896, Zollner, 31st Jan. —Bangkok 23rd Jan., Rice—Butterfield & Swire.
MANCHURIA, American str., 8,760, J. W. Saunders, 5th Feb.—San Francisco via Ports and Shanghai 3rd Feb., Mail and General—Pacific Mail Steamship Co.
MAUSANG, British str., 1,644, E. Houghton, 29th January—Sandakan 23rd January, Timber and General—Jardine, Matheson & Co.
MERAPI, Dutch str., 1,337, Uddall, 3rd Feb. —Java and Singapore 27th January, General— Chinese.
NANSHAN, British str., 1,040, W. Miller, 5th February—Shanghai 2nd February, General—Butterfield & Swire.
NANSHAN, British str., 1,299, Allen Jones, 6th February—Saigon 1st February, Rice— Bradley & Co.
NEZETS, Dutch str., 1,453, Westers, 2nd Feb.— Pulo Sambo 18th January, Kerosine Oil— Meyer & Co.
ORLAND, British str., 917, T. A. Uda, 6th Feb. Rajing (Borneo) 27th January, Timber— Wallen & Co.
PRESIA, British str., 2,744, A. Dixon, 11th Jan. —San Francisco 7th Dec. & Portland, Or., 15th Dec. & Plover—O. & O. S. S. Co.
PHU-YEN, French str., 1,291, Bouissou, 6th Feb.—Saigon 1st Feb., Rice and Paddy— Bradley & Co.
PONGTONG, German str., 993, W. Bülshuf 8th Feb.—Bangkok 24th January, Rice and Mail—Butterfield & Swire.
PROMETHEUS, Nor. str., 1,244, O. Corneliusson, 4th February—Bangkok 28th Jan., Rice— Nippon Yusen Kaisha.
PRONTO, Norwegian str., 833, T. Seaberg, 24th January—Saigon 18th Jan., Rice & Flour— Wallen & Co.
RAJAH, German str., 1,21, H. Petersen, 6th February—Bangkok 29th January, Rice— Butterfield & Swire.
SHAOSHING, British str., 1,307, McIntosh, 6th February—Saigon 3rd Feb., General— Butterfield & Swire.
SHIMOKA, British str., 2,690, H. S. East, 3rd Feb.—Shanghai 30th Jan., General— Doddwell & Co.
SHOSHU MARU, Japanese str., 999, M. Namoto, 7th Feb.—Sh

